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MEWBURN NEIGHBOURHOOD
PLAN - POLICIES

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MEWBURN NEIGHBOURHOOD PLAN
POLICIES

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I INTRODUCTION

The Mewburn Neighbourhood Plan consists of a detailed land use plan and policy framework to guide development of the neighbourhood.

The Plan includes:

- 1) A map which defines the land use pattern and road pattern.
- this is contained in Appendix A - Proposed Plan.
- 2) A set of written policies which describe in detail the nature of development and the actions required to implement the plan.
- this is contained in Section VI - Neighbourhood Plan.

This report contains the neighbourhood plan and associated background information. It describes the reasons for the preparation of the plan, and outlines the existing planning policies which affect the neighbourhood. It describes the location and nature of Mewburn and puts the plan into the context of the overall neighbourhood planning process. The plan includes goals, objectives, policies and actions related to the development of the neighbourhood.

II BACKGROUND

The Mewburn Neighbourhood Plan is being prepared at this time due to the recent extension of municipal services to this area. A trunk sewer was constructed through the neighbourhood in 1985, to link the area along Upper James Street into the existing trunk sewer east of Upper Wellington Street. This sewer was required to service the Hamilton Street Railway's Mountain Transit Centre, located on Highway 6 in Glanbrook.

Changes were initiated to the Hamilton Official Plan to recognize the availability of services and the resulting potential for immediate development of these lands. The amendments to the Official Plan deal with the timing of development and the land use designations.

A Neighbourhood Plan for Mewburn was required to provide a detailed land use plan and help ensure the orderly development of the neighbourhood.

III EXISTING POLICY

The existing planning policy for the Mewburn Neighbourhood is based primarily on the Hamilton Official Plan. There are also two amendments to the Official Plan, O.P.A. No. 22 and O.P.A. No. 28, which describe the timing and nature of development in the South Mountain area along Upper James Street. Existing policy is also contained in studies on energy efficient neighbourhood planning.

The Official Plan for the City of Hamilton defines the general land use pattern for the neighbourhood. It also provides guidance on the maximum neighbourhood population densities, park areas and other planning criteria, as well as the staging of development.

A. Official Plan Amendments

Official Plan Amendment No. 22 removed the staging policies in the Hamilton Official Plan. Development of the South Mountain area of Hamilton was made possible earlier than originally anticipated, due to the extension of the trunk sewer to the Mountain Transit Centre. O.P.A. No. 22 was passed by Council on September 25, 1984, and approved by The Ontario Municipal Board on September 12, 1985. A special study, the "Upper James - South Mountain Area Study" was initiated to determine the best uses for lands in the neighbourhoods forming the Upper James Street corridor, including the Mewburn Neighbourhood.

Official Plan Amendment No. 28 was subsequently prepared to reevaluate the land use designations along the Upper James Street corridor. This amendment was passed by Council on October 29, 1985, and approved by the Minister of Municipal Affairs in mid-August, 1986. Land use designations in the Mewburn section of the corridor were changed from residential to commercial. Several special policy areas were also established to define the nature of these commercial areas.

The special policy areas established by O.P.A. No. 28 are defined in Appendix "D", which includes a copy of the amendment and the related map. Policy A.2.9.3.26 expands upon the Commercial policies of the Official Plan as they apply to this portion of Upper James St. by introducing three Special Policy Areas (31, 31b and 31c) in the Mewburn Neighbourhood, as follows:

- Area 31 includes the northeast and southeast corners of Mewburn. This area is designated for commercial uses.
- Area 31b includes the majority of the frontage along Upper James Street, excluding the northern, southern and mid-block portions. Permitted uses here include retail/warehouse uses in addition to commercial uses, subject to Official Plan policies A.2.2.16 and A.2.2.18.
- Area 31c includes the mid-block node. This area will provide neighbourhood-based retail and service uses, and may permit retail/warehouse uses.

O.P.A. No. 28 also states that the Mewburn Neighbourhood Plan must consider a number of design features. These are noted in Policy A.2.9.3.26(iii) in Appendix "D", and include items such as:

- the location of a mid-block collector road
- the extent of various types of commercial land use
- lot depths, frontages and building setbacks
- the location of access points, shared access and service roads.

Several other policies are also contained in O.P.A. No. 28, dealing with preparation of neighbourhood plan and related policies. Design guidelines are to be prepared in conjunction with the neighbourhood plan, to minimize conflicts between commercial and residential areas, enhance the visual appearance of the streetscape, and provide pedestrian linkages. A co-ordinated approach to the redevelopment of the area will be encouraged, by means of co-operation between adjacent property owners in matters of design.

There are also two Special Policy Areas within the Mewburn Neighbourhood, as contained on Schedule B-2 in the Hamilton Official Plan. Special Policy Area 22, which permits the development of a Neighbourhood Shopping Centre, is located along Rymal Road between West Fifth Street and Upper James Street. Special Policy Area 23 is located at the intersection of Stone Church Road and Upper James Street, and permits the development of a Convenience Shopping Centre. Since it is the intention of the Mewburn Neighbourhood Plan to retain the historic church and to permit multi-centre uses (as set out in O.P.A. No. 28) at Stone Church Road and Upper James Street, development of a Convenience Shopping Centre should not be encouraged at this location.

B. Multi-Centre Uses

The concept of the multi-centre is to provide a range of activities and services for the residents of the community to meet their weekly needs, and to provide medium density housing to maximize the utilization and cost-effectiveness of public transportation and the road network.

Multi-Centre uses such as institutional, recreational, and medium density residential, in addition to commercial, will be permitted in the vicinity of Upper James Street and Stone Church Road. These uses were introduced by means of O.P.A. No. 28, which also introduces the commercial designations along Upper James Street, and deleted the Sheldon Multi-Centre originally proposed for the intersection of West Fifth Street and Stone Church Road.

C. Energy Efficient Design

Maximizing the use of passive solar energy for heating is an important consideration in the design of Hamilton neighbourhoods. Research undertaken by the Planning Department has identified design criteria and methodologies which take into account environmental factors such as climate and topography. This approach can be used to help develop a recommended street alignment and land use pattern for the neighbourhood. These guidelines are described in the Background Report for the Mewburn Neighbourhood, and have been used in the preparation of the Plan.

IV NEIGHBOURHOOD PLANNING PROCESS

The Planning process involves several stages, including data collection, plan preparation, public involvement, revision and final adoption. The City of Hamilton Official Plan provides a land use concept and general policies which serve as a basis for the detailed policies contained in the neighbourhood plans. The following steps are involved in the process:

The Background Information Report is prepared as the first step. Information on all aspects related to planning of the neighbourhood is collected and summarized in report form. This includes population data, existing land use, municipal services and planning policies. The opportunities and constraints to development identified in this report form the basis for the preparation of the Plan. The Background Information Report for the Mewburn Neighbourhood was completed in August, 1986.

The Neighbourhood Policies and Plan consists of the land use map and written policies contained in this report. The policies are based on neighbourhood planning principles and attempt to provide desirable features such as safety, convenience and energy efficiency. For each land use type, objectives and policies are defined and specific actions are identified to assist in implementation.

A public meeting is held to discuss the details of the proposed plan with area residents and landowners. Citizens are invited to provide the Planning Department with any comments they have regarding the proposed plan.

Revision and adoption of the Neighbourhood Plan follows, based on the public review of the draft plan. Comments and submissions from the public and from staff departments are incorporated into the Plan, where possible. The final plan is presented to the Planning and Development Committee for review and approval, and then to City Council for adoption. Official Plan amendments and zoning changes may be considered at the same time that the plan is adopted, or at a later date.

V DESCRIPTION OF THE STUDY AREA

The Mewburn Neighbourhood is located in the south Mountain area of Hamilton. It is bounded by Stone Church Road to the north, Upper James Street to the east, Rymal Road to the south and a diagonal boundary including part of West Fifth Street to the west.

The neighbourhood is roughly rectangular in shape, with a curved western boundary, approximately 56 hectares (143 acres) in area. At one time there was a proposal to swing West Fifth Street further west, south of Stone Church Road. This would have provided a more uniform spacing of arterial roads in this developing area. The western boundary of the Mewburn Neighbourhood was based on this proposed roadway. This new roadway section will not be built, due to the location of recent developments in the area. The curved neighbourhood boundary will remain the same.

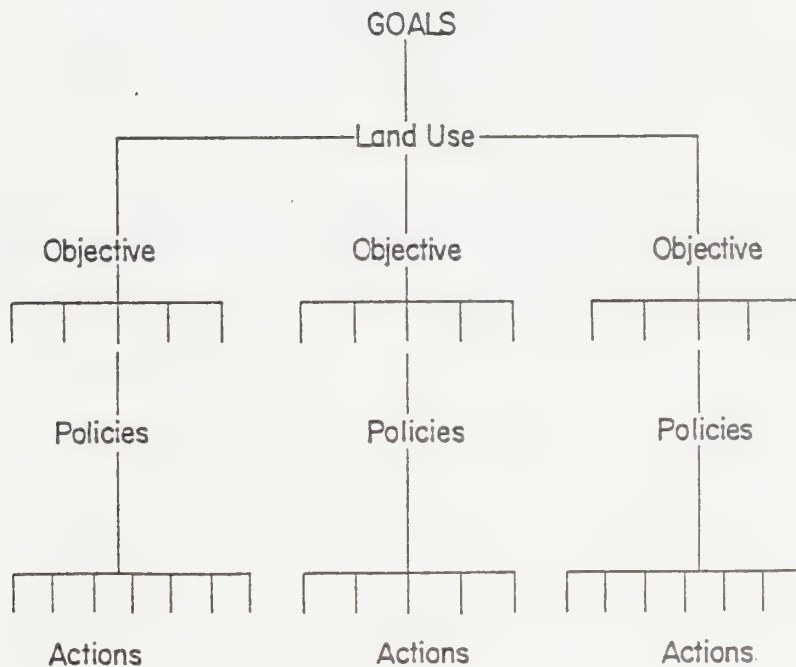
There are a variety of urban and suburban land uses in the Mewburn neighbourhood. The neighbourhood is mainly undeveloped with agricultural and vacant lands located in the interior. Single family homes are located along West Fifth Street, Stone Church Road and Rymal Road. Several commercial establishments are located along Upper James Street, including a garden centre, a bank, automotive service stations and fast food outlets. Institutional uses such as churches and associated buildings are located along Stone Church Road, close to Upper James Street.

VI NEIGHBOURHOOD PLAN

The Mewburn Neighbourhood Plan is a guide for the future development within the area. The Plan is an extension and elaboration of policies which exist in the City of Hamilton Official Plan.

The Plan includes:

- 1) A diagrammatic representation of the street pattern and land use locations; and
- 2) A set of written policies ranging from the broad to the more specific. (Refer to figure below.)



The goals represent the broad overall aims for the Neighbourhood. The objectives are more specific focussing on the aims for each land use. The policies are the governing principles through which the objectives may be achieved. Finally, the actions refer to particular initiatives which the City and/or other agencies must undertake to implement the established objectives and policies.

A) Goals

There are three major goals which the Mewburn Neighbourhood Plan attempts to achieve, namely:

- 1) neighbourhood self-sufficiency;
- 2) efficient and attractive design; and,
- 3) a viable commercial area on Upper James Street.

The neighbourhood will provide for the needs of its residents, as much as possible within a primarily residential area. The Plan contains a broad range of land use designations, to help ensure that community services such as a school, parkland and neighbourhood stores are provided.

The neighbourhood will be developed in an efficient and attractive manner. Energy efficient design to allow use of passive solar heating, cost effectiveness, convenience and safety have been considered in the design of the road pattern and lot layout. The neighbourhood will be developed to be visually attractive and the unique character of the area will be highlighted.

The Upper James Street corridor will be developed in a manner which recognizes its role as an important entrance into the city, and as a viable commercial area. Urban design guidelines, contained in Appendix "C" of this report, have been prepared to help ensure an orderly and attractive streetscape for this corridor.

B) Objectives, Policies and Actions

1) RESIDENTIAL

Objective 1 - Variety of Housing Densities

The Mewburn Neighbourhood will provide low and medium density housing in a variety of housing types and densities. Low density residential areas will be located mainly in the centre of the neighbourhood. Medium density residential areas will be located along or near the arterial roads, as long as these areas are compatible with adjacent residential densities.

Policies

- 1) Areas in the Mewburn Neighbourhood will be designated for single and double family housing, and attached housing.
- 2) Areas designated for single and double family housing (i.e. low density) will be located principally in the interior of the Neighbourhood.
- 3) Areas designated for attached housing (i.e. medium density) will be located along the arterial roads on the exterior of the Neighbourhood or adjacent to the collector roads in the interior of the Neighbourhood. Existing residential densities will be considered in the designation of these areas. A limited number of traffic access points should be provided for these developments.
- 4) New residential lots will be provided in a variety of sizes, with the largest lots provided for single family homes in choice locations such as in the interior of the neighbourhood and in areas where large lots are already established.
- 5) Residential development located adjacent to arterial roads will be protected from excessive traffic noise, by means of appropriate measures such as berms, placed on private property.
- 6) Development for residential and other uses will be sensitive to any areas of archaeological significance which may be found during development of the area.

Actions

- 1) The City, through the Planning Department, will designate areas for various residential densities, but will not prezone residential lands.
- 2) The City will designate areas for attached housing which have access from arterial or collector roads only.
- 3) The City will utilize site plan control to help ensure the appropriate design of attached housing areas, including landscaping, access, and separation and buffering between adjacent uses.
- 4) The City will encourage developers to submit plans of subdivision with larger lots in the interior of the Neighbourhood, and smaller lots on the perimeter.
- 5) The City will require that where excessive traffic noise is a problem on arterial roads adjacent to new development, appropriate noise attenuation features such as berms will be provided by the developer, located on private property at the expense of the developer.
- 6) The City will require that developers preserve areas of archaeological significance such as any Indian villages, burial sites or similar features which may be found during the development of the area.

Objective 2 - Compatibility with Existing Development

Future residential development will not adversely affect the existing residential units within Mewburn or in adjacent neighbourhoods.

Policies

- 1) New development located adjacent to existing dwelling units will be of a type and scale that will not adversely affect existing dwellings.
- 2) The subdivision of existing large lots will be encouraged to provide for infilling, where access is available.
- 3) New development should take into account the possible shadow effects on the existing developments.

Actions

- 1) The City will attempt to ensure the compatibility of new development, including the recognition and retention of existing dwellings, by means such as subdivision agreements and site plan control.
- 2) The City will encourage the subdivision of existing large lots to permit infilling, where possible.

Objective 3 - Variety of Housing Cost

A mixture of residential units affordable for various income levels will be provided within the Neighbourhood.

Policies

- 1) The establishment of subsidized housing in the Neighbourhood will be considered.

Actions

- 1) The City will endeavor to promote subsidized housing by encouraging non-profit organizations to make use of available Government programs.

Objective 4 - Utilization of Passive Solar Energy

Residential development should make use of existing topography, microclimatic features and vegetation from which passive solar energy may be maximized.

Policies

- 1) Buildings will be encouraged to have a southern orientation in order to maximize the energy received from solar radiation.
- 2) The buildings should be situated to minimize shadow impacts on adjacent dwelling units.
- 3) North-south streetscapes will be subject to sunlight analysis.
- 4) Subdivision plans which utilize existing and proposed vegetation, topography and microclimate to their advantage will be encouraged.

Actions

- 1) The City will incorporate energy efficient planning as an integral part of residential subdivision plans and site plan agreements, where applicable. Both subdivision and site plans will include detailed designs for streets, lots, building location and orientation, shadow and wind effects, vegetation, solar access, and impacts on surrounding lots.
- 2) The City will encourage developers and home owners to plant deciduous trees on the south faces of buildings to promote shading in the summer and light access in the winter. Similarly, coniferous trees should be located on the north faces for cooling and heating purposes. Mature trees will be retained wherever possible.
- 3) The City will encourage developers to apply the research conducted by the Planning and Development Department on site design (e.g. orientation toward the sun and wind) for their site plans and building designs.
- 4) The City will design the internal road pattern of the Neighbourhood based on topographic analysis, to maximize cost effectiveness, in accordance with accepted geometric design standards.
- 5) The City will encourage developers to minimize regrading and to take advantage of existing topography in their subdivision designs.
- 6) The City will request developers to redesign subdivision plans which are not cost efficient, in terms of fuel and solar energy savings, as determined from solar efficient design analysis.

Objective 5 - Use of Innovative Housing Design

The energy efficiency of the Mewburn Neighbourhood will be improved through modification of existing development standards, where possible.

Policies

- 1) Development of homes that may be easily partitioned to create extra dwelling units will be permitted.
- 2) Innovative housing types including "key-shaped" lots, small-lot and zero-lot line single family dwellings and earth-sheltered housing will be encouraged.

Actions

- 1) The City, in co-operation with interested developers and/or builders, will investigate cost-sharing arrangements with senior levels of government in order to construct one or more of the innovative housing types mentioned above.
- 2) The City will investigate modification of the existing zoning by-law requirements for individual residential developments where analysis shows sufficient cost effectiveness.

2. Commercial

Objective 1 - Upper James Street Commercial Area

The Upper James Street Corridor should be recognized as a special commercial area of city-wide significance with a high quality of commercial uses and designs suitable to its location as one of the major entrances to the City. However, the development of the Upper James Street Corridor as a commercial area should not unduly impact or undermine existing commercial areas elsewhere in the City.

Policies

- 1) The commercial designations along Upper James Street will include the following, as shown on the Plan:
 - Commercial (general)
 - Commercial and Retail Warehouse
 - Neighbourhood Commercial
- 2) Adequate parking and loading facilities will be required for all new commercial areas.
- 3) The design of commercial uses on Upper James Street will be co-ordinated so that design features such as parking, landscaping, access, and appearance are as integrated and contiguous as possible.
- 4) The commercial uses on Upper James Street will be designed so that they do not unduly disrupt the orderly flow of traffic.
- 5) Measures will be taken to ensure that commercial uses will not unduly affect adjacent residential areas.
- 6) The consolidation of ownership of properties along Upper James Street will be encouraged to allow for the better design of the commercial areas and to minimize access to the street.
- 7) Existing narrow lots along Upper James Street will be developed in conjunction with adjacent properties, where possible, to provide lots of at least 30 m (100 ft.) frontage.

Actions

- 1) The City will make all commercial uses along Upper James Street subject to site plan control to ensure that adequate parking and loading spaces are provided, parking lots are integrated with adjacent lands and adequate landscaping, fencing and setbacks are provided in commercial areas adjacent to residential uses.
- 2) The City will encourage developers to co-operate with adjacent property owners in matters such as shared access, shared parking, similarity in architectural quality and design, and landscaping.

- 3) The City, by means of site plan control, will ensure that the number of vehicular accesses to Upper James Street from commercial areas is minimized to reduce the number of traffic conflicts.
- 4) The City, by means of zoning by-law will encourage the following uses in lands designated retail/warehouse (while other general commercial uses will also be permitted):
 - factory outlets;
 - wholesaling (not including food);
 - business offices;
 - car, truck (non commercial), and recreational vehicles sales;
 - factory repair depots for consumer goods;
 - entertainment facilities (unlicensed);
 - recreational facilities (unlicensed);
 - home improvement centres (building supply centres);
 - furniture or appliance sales;
 - other home furnishings;
 - clubs (unlicensed);
 - hotels or motels;
 - catalogue retail establishment;
 - manufacturers sample or showroom;
 - automotive repair and service;
 - opticians laboratory;
 - pharmaceutical laboratory;
 - restaurants;
 - swimming pool and other outdoor recreation sales;
 - professional offices; and
 - nurseries.

Note: This is a preliminary list for discussion purposes. A finalized list will be prepared later.

- 5) Notwithstanding the above, warehousing or storage of goods and materials will be permitted as an ancilliary use on lands designated retail/warehouse provided that the total area available for storage does not exceed 50% of the gross building area.
- 6) Notwithstanding the above, limited light industrial uses may be permitted in lands designated retail/warehouse subject to the following, as outlined in the City of Hamilton Official Plan policy A.2.2.18:
 - the industrial activity is ancilliary to the uses specified above;
 - adequate loading facilities are provided;
 - adequate sewer and water services are available to the site;
 - the industrial activity is not noxious by virtue of noise, heat, glare, dust, vibration, or other emissions; and
 - the use does not interfere with the attractiveness or viability of the area for the primary permitted uses.

In addition, consideration will be given to limiting the industrial activity to 33% of the gross leasable floor area.

- 7) The outdoor storage or retailing of goods or materials will not be permitted, with the exception of nurseries, swimming pool sales, and automobile sales (new and used).
- 8) The following provisions will apply to lands designated retail/warehouse in the Neighbourhood Plan:
 - the minimum lot frontage shall be 30 m. (100 ft.);
 - the minimum lot depth shall be 100 m. (325 ft.);
- 9) The Urban Design Guidelines contained in Appendix "C" of this report provide specifications concerning building height, rear yards, and buffering of adjacent residential uses by means of landscaping, berms and fences. These features will vary within the study area, depending on the types of commercial area and the nature of adjacent uses.
- 10) Structures designed as office uses, clubs, restaurants, entertainment facilities or for recreational uses will be subject to special parking provisions to ensure that adequate parking is provided.
- 11) No outdoor patios will be allowed in the rear yards of buildings or adjacent to residential areas. The Outdoor Patio By-law which came into effect in August 1986, defines the permitted locations for outdoor patios.
- 12) The City will develop special design guidelines for the signing of commercial and other establishments fronting onto Upper James Street at a later date. These guidelines may include specifications controlling height, setback, size and construction of signs.
- 13) The City will give consideration to special cases where existing narrow lots along Upper James Street make difficult the establishment of lots with at least 30 m (100 ft.) frontage.

Objective 2 - Neighbourhood Commercial

Neighbourhood commercial uses should be located in Mewburn to provide for the daily and weekly needs of the Neighbourhood residents.

Policies

- 1) Commercial uses in the area where the internal collector road intersects Upper James Street, mid-way between Stone Church Road and Rymal Road, may contain neighbourhood commercial uses to serve the local residents. These uses will be non-highway commercial in nature.

- 2) The neighbourhood commercial areas will offer goods and services to meet the Neighbourhood's daily needs.

Actions

- 1) The City will use the various commercial designations in the proposed neighbourhood plan to evaluate the appropriateness of commercial development applications.
- 2) The City will use Site Plan Control to ensure that commercial establishments are designed attractively and are suitably landscaped and buffered.
- 3) The City will not permit commercial uses such as taverns, billiard halls, public arcades, etc. in the areas designated commercial in the Mewburn Neighbourhood Plan.

3. INSTITUTIONAL (EDUCATIONAL AND RELIGIOUS FACILITIES)

Objective 1 - Schools

Adequate educational facilities should be provided for residents of Mewburn, preferably by means of the public school site located in the interior of the neighbourhood. This development should be integrated into the overall design of the neighbourhood.

Policies

- 1) The site designated for a public school in the interior of the Neighbourhood will be developed for either a public and/or a separate school, if possible.
- 2) The proposed school could be used to provide additional facilities for community services during the evening hours.
- 3) The design of the proposed school should consider the possibility of future conversion to residential and/or other compatible uses.
- 4) The school site will be redesignated for other uses if a school is not built.

Action

- 1) The City will express their policies to the Board of Education, the Separate School Board, and other appropriate departments.

Objective 2 - Religious Institutions

Religious institutions (places of worship) are an important community service and are therefore encouraged to locate in the Mewburn Neighbourhood.

Policies

- 1) Existing religious institutions and associated uses along Stone Church Road should be retained, including the Barton Stone United Church and St. Timothy's Anglican Church.
- 2) The unique historical character of existing religious institutions should be preserved and highlighted, by means of special treatment such as the provision of adjacent landscaping and open space.
- 3) Additional religious institutions should be encouraged to locate in the vicinity of Upper James Street and Stone Church Road East, along with other Multi-Centre uses.
- 4) Religious institutions should be developed in a manner which is compatible with adjacent development.

Actions

- 1) The City will support plans for the development of places of worship in the vicinity of Upper James Street and Stone Church Road provided that they do not adversely affect surrounding land uses.
- 2) The City will permit places of worship to locate on arterial roads where appropriate. Such uses will be discouraged from locating in the interior of the neighbourhood where direct access to an arterial road is not available.
- 3) The City will encourage the enhancement of the unique historical character of the Barton Stone United Church, at the southwest corner of Upper James Street and Stone Church Road. Nearby commercial uses will be appropriately buffered by means of landscaping and distance separation.

4. INDUSTRIAL

Objective

Industrial developments are not planned for the Mewburn Neighbourhood. However, proposed home occupations should be assessed on a use-by-use basis.

Policy

- 1) The Mewburn Neighbourhood will not contain lands designated for industrial uses.

5. PARKS, RECREATION AND OPEN SPACE

Objective - Development and Integration of Sites

The parks and open spaces within the Mewburn Neighbourhood will be designed and developed to meet the needs of the Community. Pedestrian and bicycle links will be used to connect park areas and thus facilitate their use.

Policies

- 1) The City lands located at the western boundary of the Mewburn Neighbourhood, and in the adjacent Sheldon Neighbourhood, will be developed for a community park. Facilities in this park will include both active and passive recreational uses.
- 2) Park and recreational facilities for the use of neighbourhood residents will be encouraged on the proposed school site owned by the Board of Education.
- 3) Recreational facilities provided in Mewburn and the vicinity will be co-ordinated to prevent unnecessary duplication.
- 4) The existing cemetery located on Upper James Street, just south of the Barton Stone United Church, will be retained for cemetery uses.
- 5) The proposed community park, the public school site, and similar park uses in adjacent neighbourhoods such as Ryckmans should be linked by means of pedestrian and bicycle pathways.
- 6) The intensity of development of the community park will be governed by the limited access to arterial roads. The types of recreational uses at the community park will be in keeping with the limited access provided to this site, by means of local roads rather than major arterials.

Actions

- 1) The City will develop the community park at the western boundary of Mewburn to include appropriate recreational facilities.
- 2) The City will request the Board of Education to permit community use of the Board's property.
- 3) The City will encourage co-ordination of the recreational facilities provided at the proposed community park, the public school site, and other nearby facilities.
- 4) The City will ensure that the recreational facilities in Mewburn and vicinity are connected by means of pedestrian and bicycle pathways. These bicycle routes may be included in the paved portion of the road allowance, and marked by appropriate signs.

6. COMMUNITY SERVICES

Objective

To provide for the needs of local residents, the provision of appropriate community services will be encouraged in the Mewburn Neighbourhood. These facilities may be shared with adjacent neighbourhoods, depending on their nature and size.

Policies

- 1) High quality, convenient library services will be provided.
- 2) The proposed community park at the western boundary of Mewburn will provide a variety of recreational facilities.
- 3) The proposed school site will be considered as a location for additional recreational facilities and community services, if required.

Actions

- 1) The City will encourage the Library Board to monitor development in the neighbourhood to determine the need to expand their branch services and/or Bookmobile services.
- 2) The City will encourage the Culture and Recreation Department and other agencies to provide a wide variety of recreational opportunities and community services.

7. TRANSPORTATION

Objective 1 - Road Pattern

The road pattern will be designed to maximize energy efficiency and help ensure the safety and the convenience of the people it serves, while at the same time maximizing energy efficiency, where possible.

Policies

- 1) Energy efficiency will be an important factor in the design of the street system.
- 2) The local road pattern will be designed to discourage through traffic, while providing convenient access from each of the surrounding arterial roads.
- 3) Internal roads will be built as needed, to serve the local traffic in the neighbourhood.
- 4) The installation of traffic signals will be considered at such time as their installation will improve the traffic safety and overall capacity of the intersection, taking into consideration the installation warrants, and receiving appropriate approval from Regional Council, in accordance with the current practice.
- 5) As many mature trees as possible will be retained along roadways such as West Fifth Street to act as a buffer, in accordance with current roadway design practice. New trees will be planted where there is a deficiency in vegetation, so that roadways will be as attractive as possible.

Actions

- 1) The City, where possible and considering relevant geometric design criteria will design the street system and orientation of residences to maximize solar energy efficiency.
- 2) The City will consider redesignating West Fifth Street as a collector road, rather than an arterial, and closing off a short section of the street, to restrict through traffic in this residential area. The City would first assume jurisdiction of this roadway from the Region. Amendments to the road classification in the Regional and Hamilton Official Plans would be required.
- 3) The City will propose curvilinear road sections and short cul-de-sacs to the east and west of West Fifth Street, in accordance with geometric design standards, to discourage through traffic and provide convenient access.
- 4) The City, through the subdivision approval process, will ensure that the final street pattern is similar to the energy efficient design in the Neighbourhood Plan.

Objective 2 - Pedestrian and/or Bicycle Paths

Pedestrian and/or bicycle paths on public lands will be provided for the residents of Mewburn. These will be provided within the existing designated road allowance.

Policies

- 1) Pedestrian and/or bicycle paths will be provided, connecting the community park, commercial areas and the Board of Education lands. These will be incorporated into a pedestrian and/or bicycle system for the whole City.
- 2) The need for construction of sidewalks will be assessed if pedestrian and/or bicycle paths are provided.

Actions

- 1) The City will encourage the development of the pedestrian and/or bicycle paths through the processes of subdivision approval and site plan control.

Objective 3 - Public Transit

Convenient public transit service will be provided.

Policy

- 1) Public transit routes will be maintained and extended and expanded as necessary to serve the residents of the neighbourhood.

Action

- 1) The City will encourage the Hamilton Street Railway, in accordance with their existing service objectives, to provide adequate route service, to locate bus stops in convenient and accessible areas and to provide shelters and/or benches at most bus stops.

8. VEGETATION

Objective

Mature trees and other desirable vegetation will be retained and managed for amenity and energy conservation value on public and private lands where feasible.

Policies

- 1) Borders of mature trees in the vicinity of the Board of Education lands and the commercial lands along Upper James Street and other public and institutional properties will be retained wherever possible. These borders will be managed to act as visual boundaries and as buffers to control shade and wind in accordance with good tree management principles.
- 2) Mature trees along arterial roads will be retained wherever possible during development of the Neighbourhood, especially along West Fifth Street and Rymal Road.
- 3) Private property owners will be encouraged to design landscaping on their properties to maximize energy efficiency.

Actions

- 1) The City will retain mature trees and other desirable vegetation wherever possible through the subdivision and condominium approval processes and through site plan control.
- 2) The City will preserve West Fifth Street as a tree-lined boulevard, at such time as the City assumes jurisdiction of this roadway from the Region. The present practice of preserving vegetation during roadway improvement will be continued for any roadway widenings, especially in the case of mature trees.
- 3) The City will provide information and assistance to private property owners in establishing energy-conserving vegetation in residential areas.

9. URBAN DESIGN AND NEIGHBOURHOOD CHARACTER

Objective

A unique neighbourhood character will be created by means of appropriate urban design features, located throughout the neighbourhood and especially along the Upper James Street corridor.

Policies

- 1) Commercial lands along Upper James Street will be developed with special attention to design, to create an attractive and functional entrance to Hamilton.
- 2) The retail/warehouse development along Upper James Street will be designed to serve automobile-oriented users. A limited number of access points will be provided from the road, and front service roads will be introduced, to minimize traffic conflicts. Other features such as uniform front building setbacks, a limited number of attractively-designed ground level business signs and landscaping on public lands will be included, to provide an attractive and orderly streetscape.
- 3) The neighbourhood-based commercial area at the mid-block collector road will be designed to serve pedestrian users. It will be developed in the form of plazas, with wide sidewalks at the front corners of the intersection and parking at the rear, as shown in the Urban Design Guidelines in Appendix C.
- 4) The south-east corner of the neighbourhood will be designated for general commercial lands.
- 5) An open space area will be designated on all corners of the intersection of Upper James Street and Stone Church Road. Buildings will be set back to accentuate the historical Barton Stone United Church at the south-west corner of the intersection.
- 6) The intersection of Upper James Street and Rymal Road, traditionally known as "Ryckmans Corners", will be emphasized as the main crossroads in the south mountain area. Special road lighting and signage will be considered to distinguish this intersection.
- 7) Residential cul-de-sacs within the neighbourhood will be designed in a manner which considers the access needs of pedestrians, as well as vehicles.

- 8) Existing vegetation will be retained to the maximum extent possible. The existing trees along West Fifth Street will be preserved where possible. Extensive new landscaping will be introduced, especially on public lands.
- 9) Linked park and open space areas will be developed in the interior of the neighbourhood. These may include pedestrian and/or bicycle linkages between the community park and the Board of Education lands. The section of West Fifth Street which will be closed to vehicular traffic will be available as a walkway for pedestrians.
- 10) The preservation of designated heritage buildings will be encouraged, as will the preservation of older buildings which are of interest because of their historical character. The associated landscaping features will also be preserved, where possible.

Actions

- 1) The City will use the Urban Design Guidelines for the Upper James Street Corridor contained in Appendix "C" of this report, to provide detailed specifications for the various commercial and open space areas. These will define setback depths; the location and size of landscaped areas, pedestrian areas, service roads and parking areas; and the nature of shared vehicle accesses. These guidelines will be implemented by means of zoning by-law amendments and site plan control.
- 2) The City will require development of the mid-block neighbourhood plazas as a planned whole by one owner or a group of owners. Prezoning of these lands will be considered to facilitate appropriate development, as long as traffic-related concerns are adequately addressed.
- 3) The City, in co-operation with the Regional Municipality of Hamilton-Wentworth, will consider special road lighting and signing at the intersection of Upper James Street and Rymal Road. All lighting and signing will be in accordance with accepted engineering standards.
- 4) The City will provide information and assistance to the private sector to encourage the design of residential cul-de-sacs for pedestrian use.
- 5) The City will help ensure that new development is designed to retain existing vegetation and to include new landscaping.
- 6) The City will include pedestrian walkways and bicycle linkages in the design of the neighbourhood.
- 7) The City will encourage the preservation of the following heritage buildings, by means of various options such as the use of large lots:
 - The Parsonage at 1073 West Fifth Street
 - The Barton Stone United Church on Upper James Street at Stone Church Road
- 8) The City will attempt to preserve older buildings which are of interest, such as those located at 1155 and 1208 West Fifth Street.

10. INFRASTRUCTURE

Objective

Full municipal services will be provided to the Mewburn Neighbourhood.

Policies

- 1) Full municipal services, including storm and sanitary services and an adequate water supply, will be provided to serve the residents of the Neighbourhood.
- 2) Development will be permitted only on the basis of full municipal services.
- 3) Isolated developments will be discouraged.

Actions

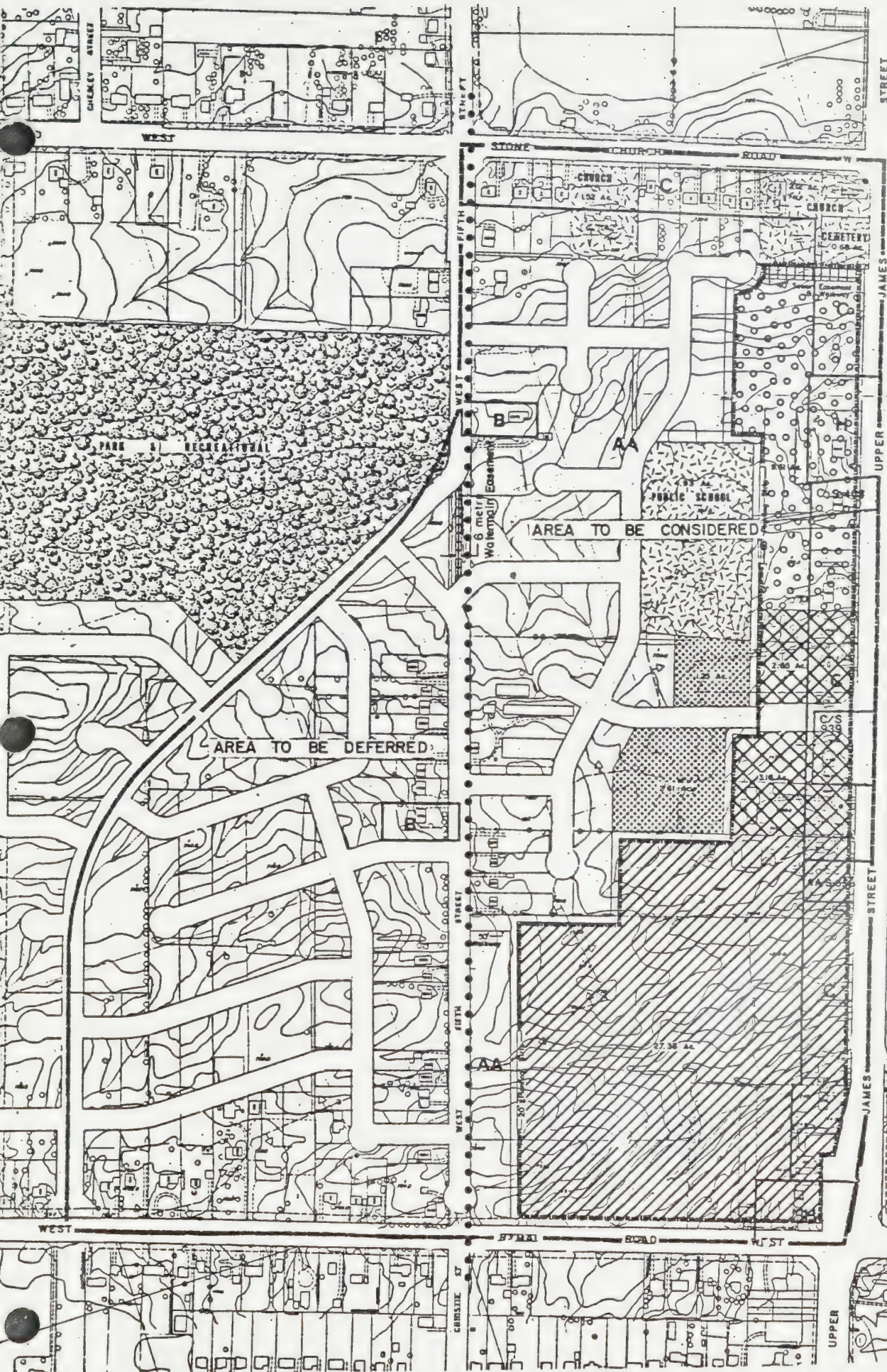
- 1) The City will request the Regional Engineering Department to provide full municipal services sufficient to meet the needs of neighbourhood residents.
- 2) The Regional Engineering Department will periodically assess the need for the extension of municipal services within the Neighbourhood, to discourage isolated developments.
- 3) The City will not support development in the Mewburn Neighbourhood on the basis of temporary services.

II ADMINISTRATIVE PROVISIONS

The Neighbourhood Plan is a policy of City Council but is not incorporated into the Official Plan in its entirety. The Plan is not intended to be rigid. It is expected that there will be changes from time to time in response to new circumstances. However, changes should reflect the general goals of the Plan. Very minor alterations in land use and boundaries will not require a Neighbourhood Plan Amendment. However, other changes will need Council approval and full participation of those affected.

APPENDICES

PROPOSED MEWBURN NEIGHBOURHOOD PLAN



PROPOSED NEIGHBOURHOOD PLAN

AREA EAST OF WEST
FIFTH TO BE RECOM-
MENDED FOR ADOPTION
BY CITY COUNCIL

EXISTING POPULATION 1980 100

PREFERRED OPTION

LEGEND
CITY OF HAMILTON CHURCH PARK LAND USE
ROADS OF HAMILTON BY THE CITY OF HAMILTON
LIMIT OF CHURCH PARK
AREA SUBJECT TO LAND USE CHANGES

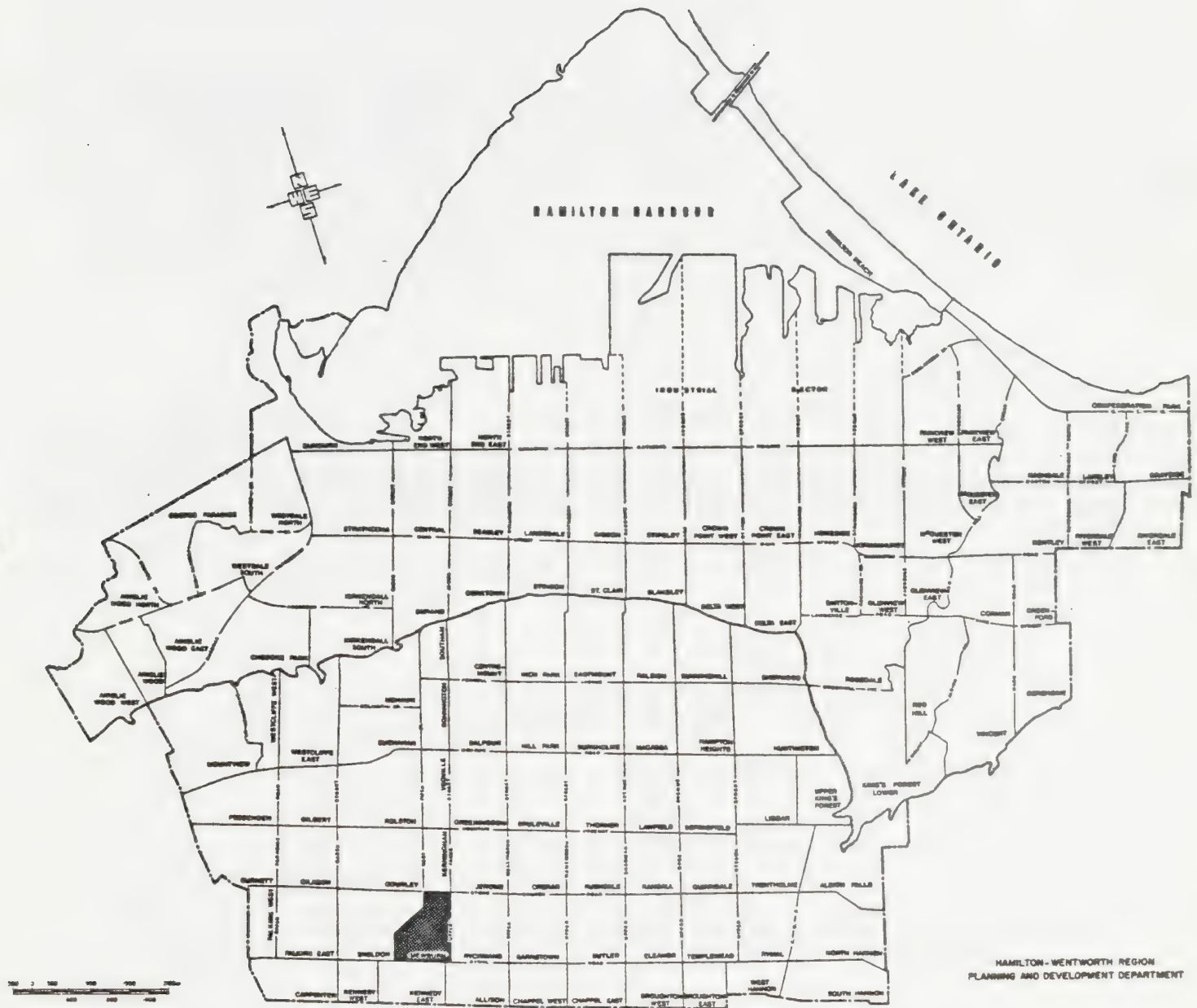
LAND USE
RESIDENTIAL
single & double
attached housing
low density apt.
medium density apt.
COMMERCIAL
COMMERCIAL & RETAIL
WAREHOUSE
NEIGH'D COMMERCIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES

Neighbourhood Boundary
Zoning Boundary
Planning Commission Council
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT
MEWBURN
PROPOSED PLAN



LOCATION MAP OF MEWBURN



LEGEND



Mewburn Neighbourhood

SOURCE: Hamilton-Wentworth Planning Department, 1987.

URBAN DESIGN GUIDELINES

UPPER JAMES STREET CORRIDOR

(MEWBURN SECTION)

Upper James Street is one of the major entrances to the City, as well as a developing commercial area. A variety of commercial uses will be encouraged, to serve the needs of local residents and the whole City.

Urban Design Guidelines have been prepared to help co-ordinate the future development of this area. These will help ensure that aspects such as the location of landscaping, access points, parking areas and building setbacks are adequate and uniform.

There are three types of commercial land use planned for this corridor, the design details of which are as follows:

1) Commercial

Location

- Northwest corner of Upper James Street and Rymal Road.

Permitted Uses

- General commercial uses, including neighbourhood commercial, highway commercial, and others.
- Appropriate uses include retail, personal services, automotive service stations, etc.

Design

The following features are common to both the Commercial and Retail Warehouse, and Commercial areas:

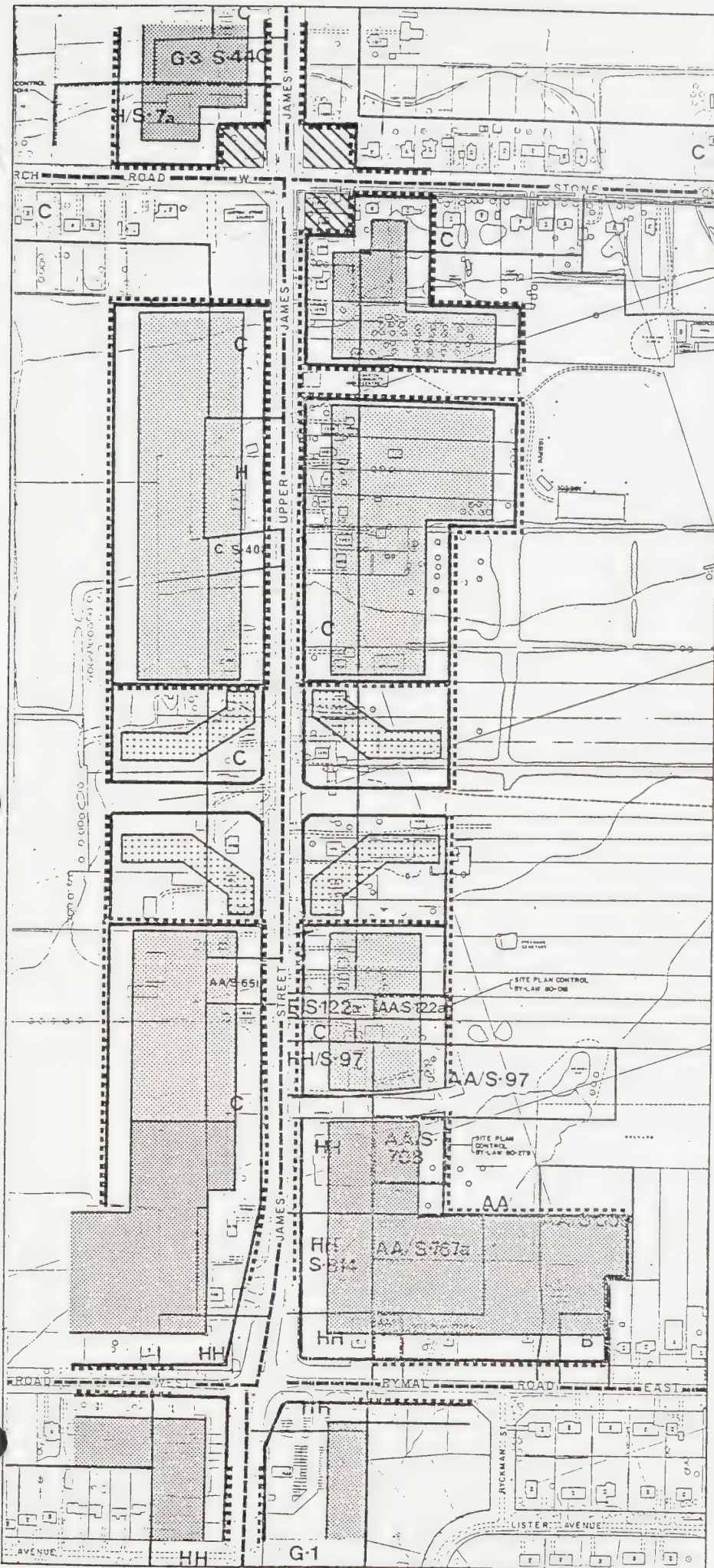
- Landscaping strip along the front property line, 3 m (10 ft.) in depth.
- Front service road to rear of landscaping strip, 21 m (70 ft.) in depth, which will include:
 - two rows of parking spaces, on the east and west sides
 - a traffic laneway running north-south, between the parking spaces.
- Fronts of commercial buildings located 24 m (80 ft.) from the front property line, with variable building depth.
- Rear service road 21 m (70 ft.) wide, in same design as front service road, with two rows of parking spaces and traffic laneway.

URBAN DESIGN PLAN

Upper James Street Corridor

LEGEND

-  Commercial
-  Commercial and Retail Warehouse
-  Neighbourhood Commercial
-  Landscaped Strip
-  Open Space



*To be revised as necessary for
large commercial development
at Upper James & Rymer*

Note: The proposed building envelopes for the commercial establishments are shown.

These will be surrounded by front and rear service roads/parking areas and landscaping.

- Rear landscaping strip 3 m (10 ft.) in depth, along rear property line.
- Maximum building height of up to 8 stories would be permitted to prevent shading of adjacent properties, but actual building heights might be 1 to 2 stories.

Lot Size

- Frontage of at least 30 m (100 ft.) along Upper James Street.
- Lots with less than this minimum frontage will be considered in special cases.
- Depth of at least 100 m (325 ft.), in northerly section.
- Lot depth of 130 m (425 ft.), in southerly section.

Special Features

- Intersection of Upper James Street and Rymal Road designated as a main cross roads, with special lighting and signage.
- Front building line is jogged in this area, to compensate for curved section of Upper James Street.

2) Commercial and Retail Warehouse

Location

- Majority of frontage along Upper James Street, excluding lands at intersections of arterials and midblock collector.

Permitted Uses

- Retail warehouse commercial establishments, such as furniture and home furnishings sales outlets, motor vehicle sales, wholesaling, factory outlets, etc.
- Further suggested uses are listed within Section 2. Commercial of the policies in the Neighbourhood Plan.

Design

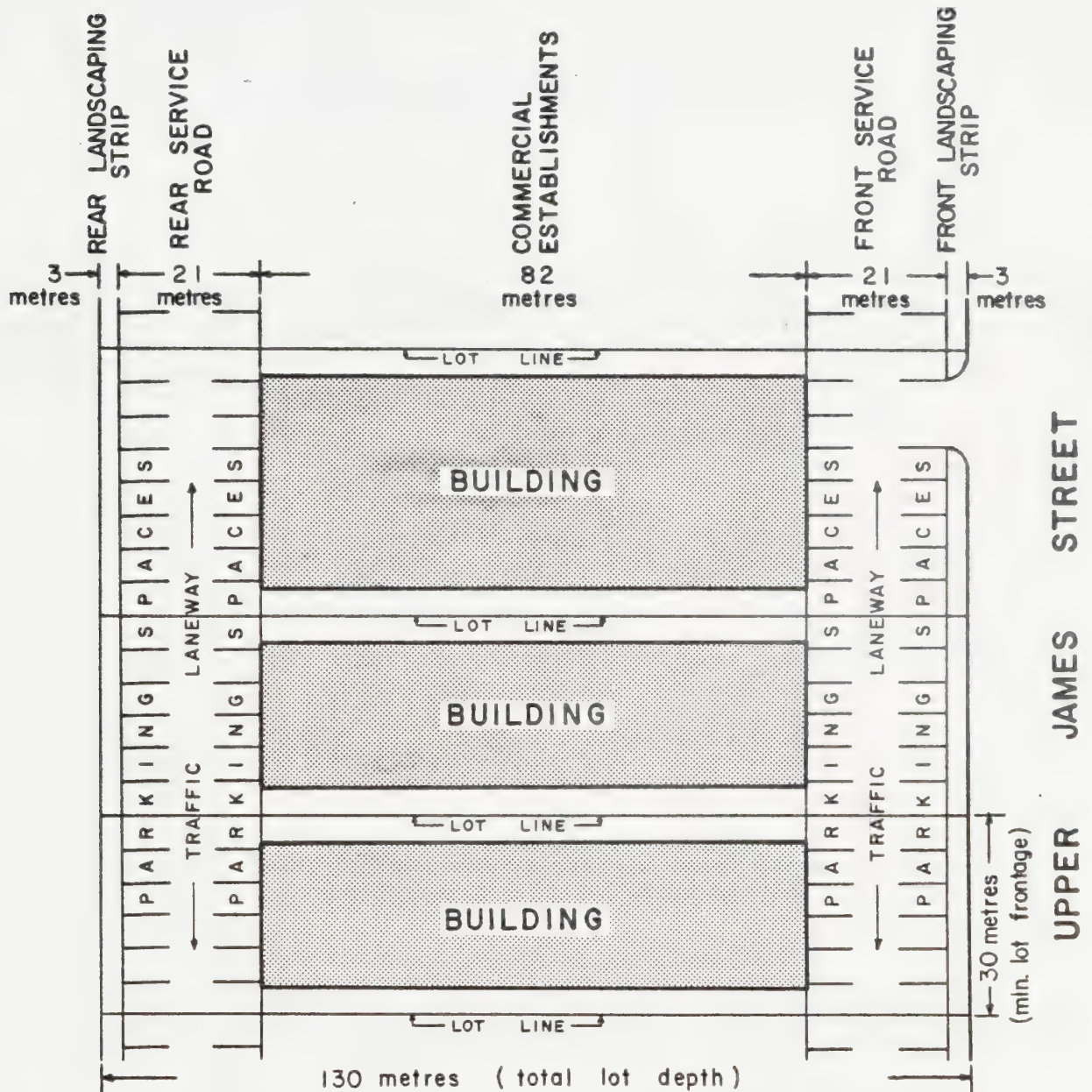
The following features are common to both the Commercial and Retail Warehouse, and Commercial areas:

- Landscaping strip along the front property line, 3 m (10 ft.) in depth.

URBAN DESIGN GUIDELINES FOR UPPER JAMES STREET CORRIDOR

Example of Commercial Area Design for :

- 1) Commercial
- and 2) Commercial & Retail/Warehouse



- Front service road to rear of landscaping strip, 21 m (70 ft.) in depth, which will include:
 - two rows of parking spaces, on the east and west sides
 - a traffic laneway running north-south, between the parking spaces
- Fronts of commercial buildings located 24 m (80 ft.) from the front property line, with variable building depth.
- Rear service road 21 m (70 ft.) wide, in same design as front service road, with two rows of parking spaces and traffic laneway.
- Rear landscaping strip 3 m (10 ft.) in depth, along rear property line.
- Maximum building height of up to 8 stories would be permitted to prevent shading of adjacent properties, but actual building heights might be 1 to 2 stories.

Lot Size

- Frontage of at least 30 m (100 ft.) along Upper James Street.
- Lots with less than this minimum frontage will be considered in special cases.
- Depth of at least 100 m (325 ft.) in northerly section.
- Lot depth of 130 m (425 ft.) in southerly section.

Special Features

- Vehicular access to this area will be by means of a limited number of driveways.
- Front and rear service roads will be linked between adjacent properties.

3) Neighbourhood Commercial

Location

- Halfway between Stone Church Road and Rymal Road, on north and south sides of proposed mid-block collector road.

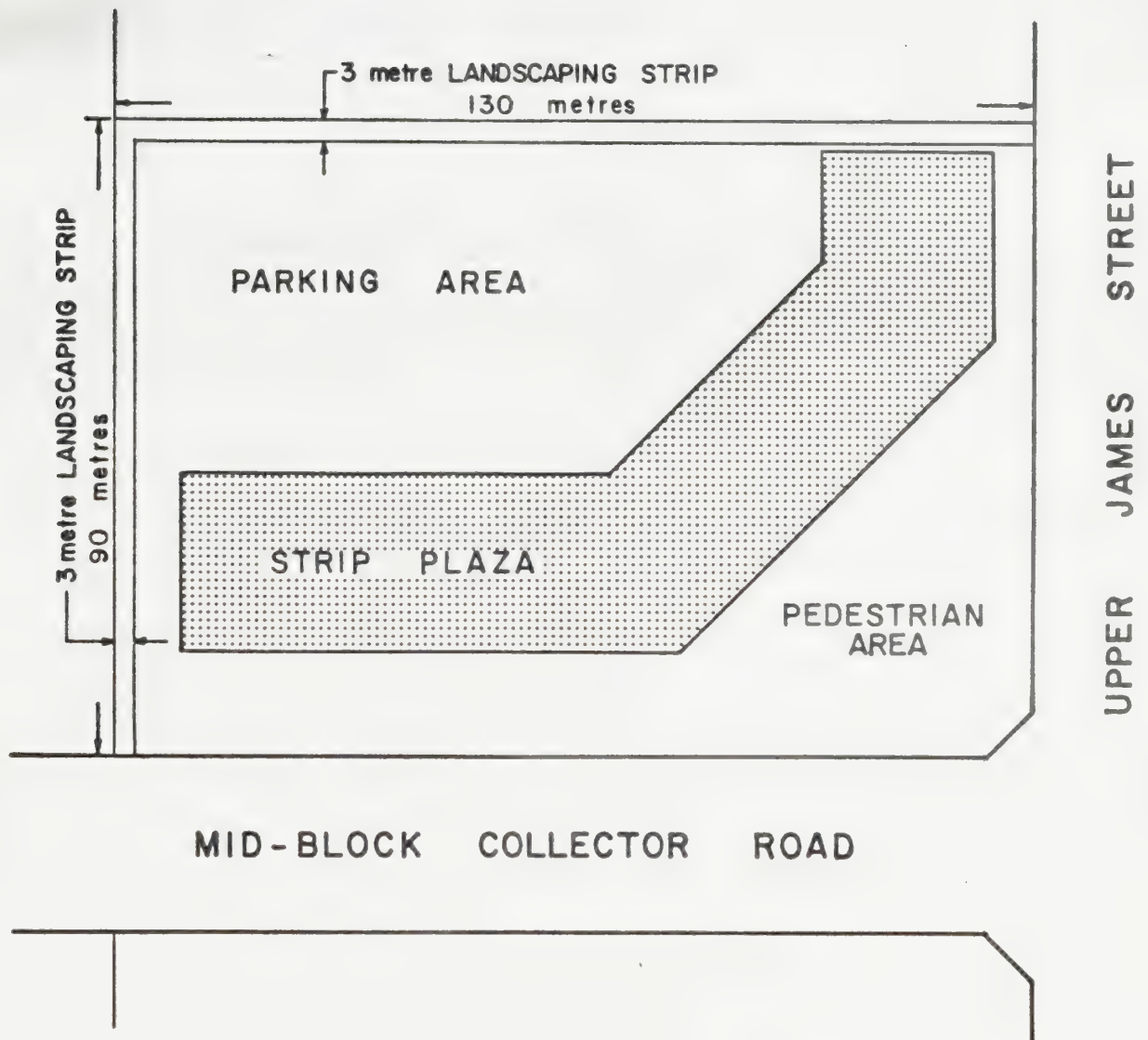
Permitted Uses

- Retail and service uses for the adjacent neighbourhood, such as convenience stores, personal services, professional offices.
- Non-highway commercial uses.

URBAN DESIGN GUIDELINES FOR UPPER JAMES STREET CORRIDOR

Example of Commercial Area Design for:

3) Neighbourhood Commercial



- Commercial and apartments mixed use may be considered.

Design

- Angular strip plazas, with frontage on both Upper James Street and the mid-block collector road.
- A triangular open area reserved for pedestrians on the front corners, approximately 310 sq. m (11,000 sq. ft.) in size on each corner.
- Parking area located to the rear of the plazas.
- Maximum building height of 3 to 4 stories, if residential apartments included on upper floors.

Area Size

- Entire area to be developed as a whole, to ensure appropriate design.
- Frontage of 90 m (300 ft.) on Upper James Street.
- Depth of 130 m (425 ft.) along collector road.

Special Features

- Small town atmosphere, appealing to local residents and pedestrian traffic.
- Street furniture to be provided in front open area, including benches, attractive lighting, as well as landscaping.

AMENDMENT NO. 28 TO THE
CITY OF HAMILTON OFFICIAL PLAN

The following text, together with the attached Schedules "A" and "B" hereto, constitutes Amendment No. 28.

PURPOSE --

The purpose of this Amendment is to:

- recognize Upper James Street (from the East-West and North-South Transportation Facility to the City limits) as a major highway-oriented commercial area;
- provide for a diversity of retail and service uses catering not only to the travelling public, but to the daily needs of the adjacent Neighbourhoods; and,
- provide the basis for more detailed planning through Neighbourhood Plans and design guidelines to ensure a co-ordinated approach to development, and minimize conflicts between the Commercial uses on Upper James Street and the Residential uses within the Neighbourhoods.

LOCATION

This Amendment applies to lands fronting on Upper James Street from the East-West and North-South Transportation Facility to the City limits, and fronting on Rymal Road in the vicinity of Upper James Street.

BASIS

Official Plan Amendment No. 22 effectively deletes the Staging policies of the Official Plan to provide for the immediate development of the southwest sector of the City, subject to the availability of municipal services. Accordingly, in conjunction with this Amendment, a detailed study was undertaken to identify the appropriate land use pattern and implementation scheme for the Upper James Street corridor. The study resulted in a land use concept which requires certain changes to the Official Plan prior to its realization.

ACTUAL CHANGES

- (1) Schedule "A" of the Official Plan (Land Use Concept), as amended, will be further amended as shown on the attached map being Schedule "A" to this Amendment.

(2) The following be added to Schedule "B" - Special Policy Areas:

- o "Special Policy Area 31, 31a, 31b and 31c;" and,
- o "Area 31, 31a, 31b and 31c, refer to Policy A.2.9.3.26" in the legend.

(3) The following new policy be added to Subsection A.2.9.3 - Other Policy Areas;

A.2.9.3.26 In keeping with the provisions of Subsection 2.2 - Commercial Uses, for those lands shown on Schedule "B" as SPECIAL POLICY AREA 31, (which includes 31a, 31b and 31c), and designated "Commercial" on Schedule "A" the following will apply:

- (i) The Upper James Street frontage is recognized as a highway-oriented Commercial area which will include a diversity of retail and service uses catering not only to the travelling public, but to the daily needs of the adjacent neighbourhoods;
- ii) In keeping with Clause (i) above, three sub-areas are identified to provide the following uses within the Special Policy Area:
 - a) in Area "31a" mixed Commercial/Residential uses will be permitted from south of Chipman Avenue/Blossom Lane to Stone Church Road (excluding the car dealership). Such uses will be developed at a height, scale and intensity compatible with the nature of the commercial development along Upper James Street and the existing and anticipated Residential uses in the interior of the Neighbourhoods. The provisions regarding amenity, parking and other similar criteria for mixed Commercial/Residential uses, as provided in Policy A.2.2.36 will apply in the development of these uses.
 - b) in Area "31b", retail/warehouse uses will be permitted in keeping with Policies A.2.2.16 and A.2.2.18; and,
 - c) in Areas "31c", neighbourhood-based retail and service uses catering to the adjacent Residential areas will be permitted. However, in the case of the Area identified as "31c", located mid block between Stone Church Road and Rymal Road, in the vicinity of a mid-block collector (as may be determined through the Neighbourhood Plan), retail warehouse uses will also be permitted in addition to neighbourhood-based retail and service uses. Development of these Areas may take place east-west along the collector (as opposed to the Upper James Street frontage).

- iii) In accordance with Subsection D.2., the preparation of Neighbourhood Plans in this Area will consider the following:
 - a) the location of a mid-block Collector Road between Stone Church Road and Rymal Road;
 - b) the extent of Commercial, mixed Commercial/Residential uses, retail/warehouse uses and neighbourhood-based retail and service uses;
 - c) lot depth, lot frontages and building setbacks to effectively accommodate the appropriate on-site parking, circulation and ingress and egress;
 - d) the location of access points between adjacent uses and to the road;
 - e) utilizing shared access and/or parking facilities with adjacent developments; and,
 - f) utilizing service roads, cul-de-sacs or other appropriate means to reduce the number of individual access points.
- iv) Design guidelines will be prepared in conjunction with the Neighbourhood Plan to detail such matters as, but not limited to:
 - a) minimizing potential conflicts between the Commercial uses fronting on Upper James Street, and the Residential uses within the Neighbourhood, by establishing an appropriate buffer or transitional area which may include landscaping, berming and/or fencing;
 - b) providing guidelines to enhance the visual amenity of the Upper James Street frontage; and,
 - c) ensuring in Areas 31c compatibility with adjacent Residential uses, pedestrian access to and from the abutting Neighbourhoods and, continuous pedestrian linkage between commercial developments.
- v) To ensure a co-ordinated approach in the development of Special Policy Areas 31, 31a, 31b and 31c, and to enhance Upper James Street as a viable Commercial area, proponents of development or redevelopment will be encouraged to co-operate with adjacent property-owners regarding such matters as, access, parking, architectural quality and design, and landscaping.

- vi) In accordance with Policy D.2.2, Multi-Centre uses will be permitted in the vicinity of Upper James Street and Stone Church Road. Accordingly, Multi-Centre uses such as, Institutional, recreational and medium density Residential uses will also be permitted in addition to Commercial uses.
- (4) Delete the Multi-Centre designation on Schedule "G" - Planning Units, in the vicinity of Stone Church Road and West 5th Avenue.

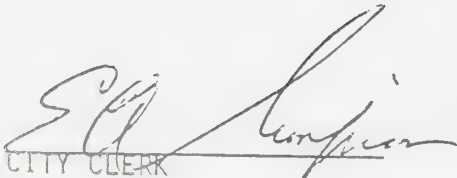
IMPLEMENTATION

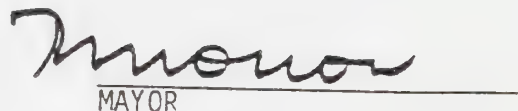
The provisions of Section "D" - Implementation as amended will apply to the implementation of this Amendment.

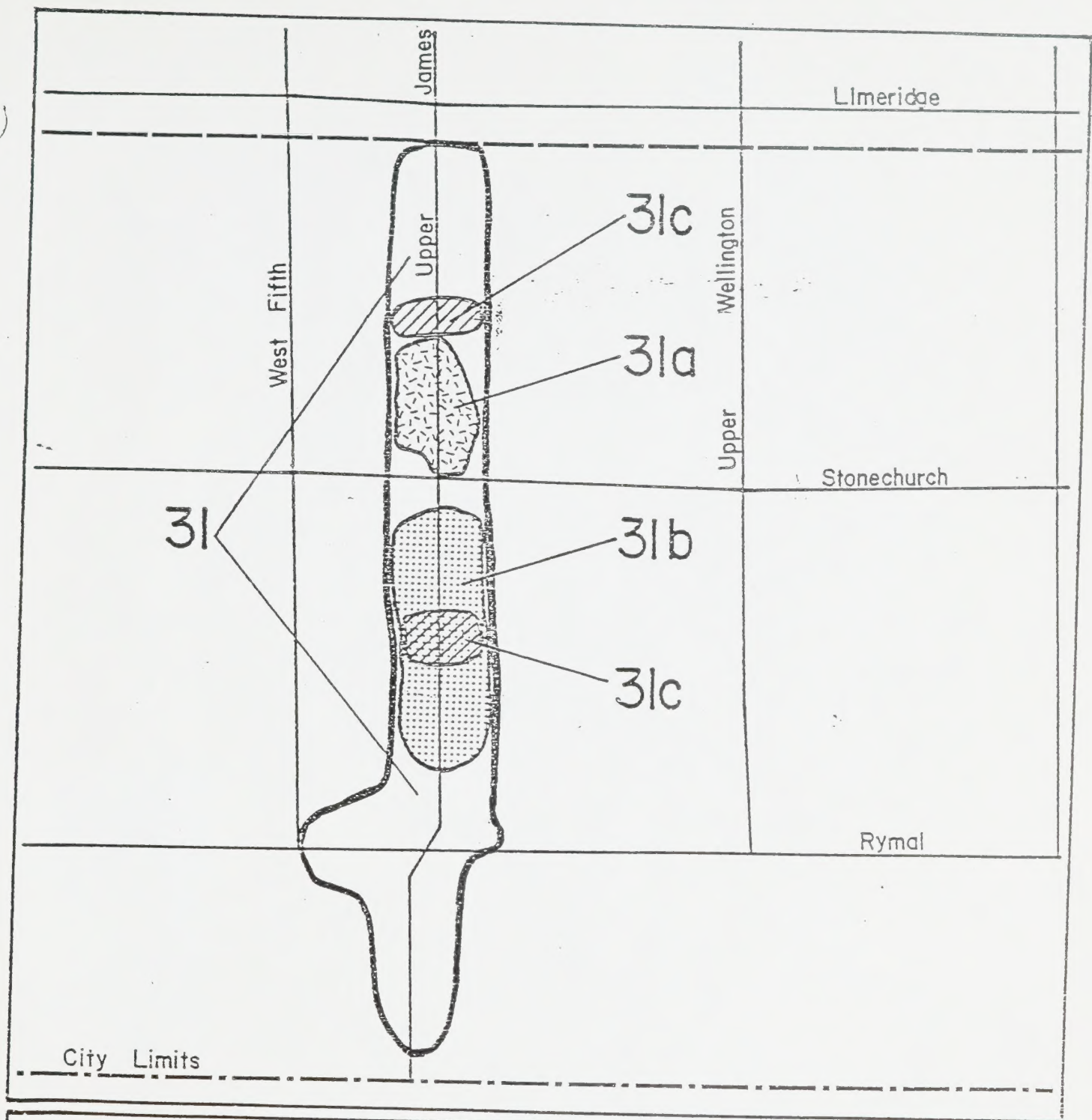
Bill No. C-116

This is Schedule 1 to By-law No. 85 - 236, passed on the day of
October 29th A.D. 1985.

THE CORPORATION OF THE
CITY OF HAMILTON

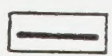
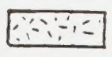
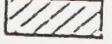

CITY CLERK


MAYOR



HAMILTON OFFICIAL PLAN AMENDMENT No. 28 SCHEDULE B

LEGEND

-  Special Policy Area 31
-  Special Policy Area 31a
-  Special Policy Area 31b
-  Special Policy Area 31c

DRAFT

NORTH



SCALE

N.T.S.

DATE

FEB. 1985



FIG. 1

TABLE 1

Dimensions of the hull

Part	Length (ft)	Breadth (ft)	Depth (ft)
Hull	100	10	10
Deck	100	10	10
Keel	100	10	10
Bottom	100	10	10
Side	100	10	10
Top	100	10	10

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